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There is no index despite the fact that this is the last volume of the work, and the value of the illustrations, many of them excellent, is lost because no reference to the source from which they are drawn accompanies the prints.

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*Reciprocity.* By J. LAURENCE LAUGHLIN, PH.D., and H. PARKER WILLIS, PH.D. Pages xi, 583. Price, \$2.00. New York: The Baker & Taylor Co., 1903.

A thorough treatment of the subject of reciprocity has been much needed. Although the discussion of the tariff has been subordinated to the consideration of the monetary questions for the last six years, the tariff is in no wise a past issue and is certain to be the most important question in national politics for several years to come.

The work recently published by Professor Laughlin, of the University of Chicago, and Professor Willis, of Washington and Lee University, is a comprehensive, historical, and analytical treatment of the reciprocity question as it has presented itself in the American tariff system. The volume contains a vast amount of information and is rich in historical and bibliographical material. It gives ample evidence of extensive research on the part of its authors. They have endeavored to do their work so that it need not be done again by subsequent investigators.

The volume, however, is not without defects. Unfortunately, the authors were not able to free themselves from partisan bias. The whole narrative is colored by the opinions of the writers. The book is not an impartial and objective treatment of the subject. It is, of course, a difficult matter to deal objectively with a question so controversial as reciprocity is, but the task is not an impossible one for the investigator whose purpose is simply to ascertain and set forth the facts, and to confine himself to the statement of only such conclusions as may unquestionably be deduced from the facts presented.

The book is, moreover, crude in literary form. The volume need not have been much more than one-half its present size. There is far too much quotation and too much paraphrasing. The extent to which the volume is made up of quotations may be illustrated by reference to Chapter VI., dealing with "Reciprocity and the McKinley Act." This chapter is thirty pages in length, and of the thirty pages, eleven and one-half are made up of quotation. Chapter XI., on "The Struggle for Reciprocity with Cuba," contains sixty-four pages, of which nearly twenty-two consist of quotation. Chapter V., on "The Sugar Situation," illustrates the extent to which the authors have made use of citations.

One of the most serious defects in the book is that the authors resort from time to time to imaginative history and to an explanation of personal and legislative acts by supposing the motives back of those acts. This is a

temptation against which all historians need to guard, but the historian who indulges in supposition may always be detected. One instance of interpreting history by supposition is found on page 350 of the volume, where the origin of the Industrial Commission is explained in a footnote. The following statement is made: "The trust question reached an acute stage. President McKinley determined to resort to his favorite plan—the commission idea. The Industrial Commission was appointed by him to consider all phases of industrial life in the United States." As a matter of fact, President McKinley had nothing whatever to do in promoting the legislation establishing the Industrial Commission.

In spite of its shortcomings, the book will be of great service to every student of the tariff and reciprocity. The appendices, as well as the body of the book, constitute a compendium of information of which all future students of the subject will be certain to make use.

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*American Railways.* By EDWIN A. PRATT. Pp. viii, 309. Price, \$1.25. London and New York: Macmillan Co., 1903.

This book is largely a reprint from articles published in *The Times* of London between January 5 and June 5, 1903, and consists of matter collected in the winter of 1902-03 during the author's four-months trip to the United States. It makes no pretence of being a thorough study of American railway conditions and problems, but is rather a loose series of observations and impressions.

In many respects the author finds American railways inferior to those of Great Britain. Railways in the United States were largely built in advance of settlement, and there is hardly a line, he concludes, which is complete in the sense that the London and Northwestern is complete. "While, therefore, on the one hand, much is said about locomotives and cars in America of power or carrying capacity far in excess of anything to be found in England—and intended to deal with a freight traffic equally in excess of what is available here [in England]—on the other hand, one finds lines that cross one another or that pass along streets or thoroughfares on the level, lines imperfectly ballasted, and lines with trestle bridges, inadequate signalling arrangements, and primitive conditions generally, which would not be tolerated for a single day in the working of our own railways." "In respect to track," the author thinks that "the British railways, as a whole, are distinctly in advance of the American railways, as a whole, though the best of the latter are fully equal to the best of the former." "In the matter of fencing and carrying of the railways above or below the street level, the superiority is undoubtedly on the side of the British lines." "In the matter of signalling arrangements, the general system in the United Kingdom is superior to the general system in the United States." "With a few exceptions, American railway stations are distinctly inferior to railway stations in Great Britain." "Taking the ordinary type of rolling stock, I should say that the corridor